

# WAIMANALO TRAFFIC CALMING CHARRETTE

HONOLULU, HAWAII

***FINAL REPORT***

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***Mayor Jeremy Harris***  
***City and County of Honolulu***  
***Department of Transportation Services***

*Prepared by:*

**R. M. TOWILL CORPORATION &  
WALKABLE COMMUNITIES INC.**

**Project Leadership:**

Mayor Jeremy Harris

**Councilmembers:**

Dr. Duke Bainum

John Desoto

John Henry Felix

Mufi Hannemann

Steve Holmes

Rene Mansho

Andy Mirikitani

Donna Kim

Jon Yoshimura

**Department of Transportation Services**

Cheryl Soon, Director

Joe Magaldi, Deputy Director

Paul Won, P.E. Chief Engineer

**R. M. Towill Corporation**

Jimmy Yamamoto, P.E. Project Manager

Kevin Mendes, P.E.

Jim Niermann

Alan Fujimori, ASLA

Harrison Rue

**Walkable Communities, Inc.**

Dan Burden, Director

Michael Wallwork, P.E., Principal Engineer

Erin Kilpatrick

**Special Thanks:**

John Henry Felix,

Waimanalo Councilmember

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### Disclaimer

*The contents of this report represents the knowledge, experience, and expertise of the citizens and authors in providing ideas and concepts to improve safety, access, mobility and livability through traffic calming and traffic management strategies. This report does not constitute a standard, specification, or regulation, and is not intended to be used as a basis for establishing civil liability. The decision to use a particular measure should be made on the basis of an engineering study of the location. This report is not a substitute for sound engineering judgement. Adherence to the principles found in this report can lead to an overall improvement in neighborhood traffic safety.*

## INTRODUCTION

People speed and cut through neighborhoods for a variety of reasons. Most neighborhood streets built in the past fifty years are designed for high speeds (30-40 mph) even though they may be posted at a lower limit. Meanwhile appropriate speeds for typical local streets are 25 mph. Many of our land uses are scattered. This results in families making an average of 10 car trips daily. The volume of vehicles chokes and strangles traffic flow at intersections, then backs into neighborhoods as drivers take short cuts to avoid back-ups. Many motorists are late for events and try to make up the time. We (motorists) are all guilty of these practices.

This report provides guidance on reducing this unwanted, unsafe behavior in the Mekia Street neighborhood of Waimanalo. Before entering into design of traffic calming features all neighborhood residents are asked to accept that the problems most often come from inside the neighborhood. Solutions therefore must be developed by the "stakeholders"; residents and property owners, who have much to gain from working together, are the backbone of finding workable solutions.

### Six Step Process

#### Step 1

Traffic calming the Mekia Street Neighborhood in Waimanalo began with a partnership. Honolulu Department of Transportation Services staff met with Council member John Henry Felix and staff to identify an area of concern in his district.

#### Step 2

R.M. Towill staff collected traffic volume, speed and crash records to determine existing conditions. University of Hawai'i Urban and Regional Planning program mapped traffic information using Geographic Information Systems (GIS).

#### Step 3

The Traffic Calming Team was oriented to the neighborhood through a walking audit and site inspection. Still and digital photos were taken, and a windshield audit of all principal streets in the neighborhood was conducted. The team took street width measurements, estimated block lengths, observed motorists' behaviors, interviewed pedestrians and other residents, and gathered available maps.

#### Step 4

The Mekia Street Neighborhood hosted a community traffic calming charrette on September 7, 1999 at the Waimanalo School. Neighborhood residents were presented with community photographs and given examples of traffic calming possibilities. Then the residents created a prioritized list of traffic issues to be addressed. Finally, the neighbors worked in groups and marked suggested solutions on neighborhood maps.

#### Step 5

The engineering and traffic calming development team worked out a system solution to traffic speeding and volume, prepared conceptual engineering drawings of specific locations, and then selected traffic calming tools for enhanced illustrated drawings. The concepts were reviewed with Department of Transportation Services staff, and put into a form for public presentation.

#### Step 6

The Mekia Street Neighborhood hosted a final workshop on November 8, 1999 at the Waimanalo School. Residents were shown a system map and conceptual drawings for the recommended traffic calming tools. Comments were received and incorporated into this report. This final report provides the conceptual system map, and makes recommendations for implementation.